Grove Street Bridge
Spanning railroad tracks at Grove Street
between Glenridge and Bloomfield Avenues
Montclair
Essex County
New Jersey

HAER No. NJ-52

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PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD
MID-ATLANTIC REGION NATIONAL PARK SERVICE
DEPARTMENT OF THE INTERIOR
PHILADELPHIA, PENNSYLVANIA 19106

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Grove Street Bridge

HAER No. NJ-52

Location:	Spanning railroad tracks at Grove Street between Glenridge and Bloomfield Avenues Montclair, Essex County, New Jersey
Date of Construction:	1913
Present Owner:	Montclair Redevelopment Authority Montclair, New Jersey
Present Use:	Carries street traffic across railroad tracks and provides access to station platforms
Significance:	Constructed of reinforcd concrete, the Grove Street Bridge is part of an early twentieth century commuter railroad complex. It was designed and built under the supervision of George J. Ray, chief engineering for the Delaware Lackawanna and Western Railroads.
Project Information:	Funds to demolish the Grove Street Bridge and build an at-grade roadway are to be provided by the Federal Highway Administration. Under Section 106 of the National Historic Preservation Act of 1966, mitigative documentation was undertaken by Dennis DeGregory of the New Jersey Department of Transportation on April 14, 1983.
Transmitted by:	Jean P. Yearby, HAER, 1985

The Grove Streedt Bridge was erected in 1913 as part of the Delaware Lackawanna and Western Railroad's Montclair Station complex. Crossing the railroad tracks just southeast of the station, the bridge carries street traffic over the tracks and provides access from Grove Street to the station platforms by way of four stairways on the west elevation.

The bridge was designed and built under the direction of George Ray, chief engineer for the Delaware Lackawanna and Western Railroad (DLWR). Ray is known for his work in moderning the entire DLWR system between 1909 and 1919. In an effort to accommodate increased coal tonnage from western Pennsylvania and heavy passenger travel, the railroad built new bridges, way station, yards, and terminals, and relocated track to reduce grades and curves in the Pennsylvania mountains. Two important structures that Ray supervised under this project were the Tunkhannock Creek Viaduct at Nicholson, Pennsylvania, one of the largest concrete bridges in the world, and the Brick Church, New Jersey, viaduct, an early flat slab concrete structure.

The Montolair station building and the Grove Street Bridge were built during this period of the DLWR's modernization. A rail line had run to Montclair as early as 1856 when the town was still part of neighboring Bloomfield. The addition of another line in 1872 saw the secession of Montclair from Bloomfield and its subsequent growth as a suburban community of New York City.

The bridge remain the property of the DLWR (renamed the Erie and Lackawanna Railroad in 1960) until 1972 when it became the property of the Montclair Redevelopment Authority.

The bridge is an example of reinforced concrete technology on a relatively small scale. The total span is 116 feet, 3 inches long from abutment to abutment. Two-foot wide reinforced concrete piers stand 36 feet, 11 inches from each abutment, creating a central span of 38 feet, 5 inches. The bridge rises 16 feet from the railroad track bed to the underside of the bridge.

The bridge is neoclassical in its decorative detail. A concretge balustrade in lattice-work pattern delineates the span of the bridge from abutment to abutment. The ramp approach balustrade is of solid concrete, interrupted by evenly spaced, short concrete posts. Originally, ornate lamps were mounted on top of each pylon, but these have been removed. Concrete lamp posts mark the street level entry to the access stairs at each end of the bridge.

The two outer sets of stairs are open and are set parallel to the bridge span against the approach walls on the west elevation. Their concrete balustrades repeat the pattern of the bridge span. The two center sets of stairs, which are roofed, are set perpendicular to the bridge span and are aligned with the two sets of central piers. They have simple metal railings.

The bridge is presently in poor condition, and the station is no longer in use.